(e) The demands of the Air Traffic Controllers were examined by the Empowered Committee set up by the National Airports Authority. The Committee has agreed to provide additional promotion prospects for the employees in different grades.

Global tender for Westland Helicopters

1113. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government had invited global tenders some time back to dispose of the fleet of Westland helicopters;

(b) if so, what response has been received thereto;

(c) what is the decision, if any taken by Government with regard to the acceptance of the tenders; and

(d) what is the estimated loss likely to be suffered with the disposal of the said fleet?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) and (c) Do not arise.

(d) Since the purchase of Westland helicopters was financed through a Grant from the Government of U.K., clearance of that Government is required for disposal of these helicopters under the terms of the Grant. Negotiations for disposal of Westland helicopters are on with the overnment of U.K.

Restoration of daily Indian Airlines flight on Nagpur-Delhi-Nagpur route

1114. SHRIKANT RAMACHANDRA JICHKAR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that daily flight of Indian Airlines on Nagpur-Delhi-Nagpur route has been discontinued in spite of heavy traffic on this route;

(b) if so, what are the reasons therefor; and

(c) by when it is likely to be restarted?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Frequency of Indian Airlines service on Delhi-Nagpur-Raipur and return route has been reduced from daily to four times a week w.e.f. 11.1.1992 due to capacity constraints and insufficient traffic demand.

(c) Due to commercial and operational reasons, Indian Airlines has no plan at present to restore this service on daily basis.

Shifting of Head Quarter of Indian Institute of Tourism and Travel Management

1115. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Government propose to shift from Noida the Head Quarters of the Indian Institute of Tourism and Travel Management to Gwalior;

(b) if so, what are the reasons therefor; and

(c) what will be the fate of the 5 acres of land in Noida purchased earlier by Government at concessional rates from the Uttar Pradesh Government for the Institute?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c) Indian Institute of Tourism and Travel Management (IITTM) is at present housed in a set of flats totalling an area of about 4000 sq. ft. at New

Delhi. The question of setting up of a permanent campus for IITTM and been under consideration for some time. An offer of land by Jiwaji University, Gawlior, free of cost, for setting up of IITTM and other tourism facilities has been received. A national Culinary Institute is also to be set up. Taking into account the demand pattern for trained personnel for employment in the travel sector and the manpower requirements in the hotel management and catering sector it has been proposed that the IITTM be set up at Gwalior and the National Culinary Institute on the 5 acres of land allotted in NOIDA.

इंडियन एयरलाइंस की उड़ानों का रद्द किया जाना

1116. **श्री राम नरेश यादव** : क्या **नागर विमानन और पयटन** मंत्री यह बताने की कृपा करेंगे कि :

(क) जनवरी, 1992 से आज तक कितनी उड़ानें रद्द की गई हैं और उन्हें रद्द किये जाने के क्या कारण हैं;

(ख) इसके परिणामस्वरूप इंडियन एयरलाइंस को कितना घाटा हुआ ; और

(ग) भविष्य में स्थिति में सुधार लाने की सरकार की क्या योजनायें हैं ?

नागर विमानन और पर्यटन मंत्री (श्री माधव राव सिंधिया): (क) जनवरी, 1992 से जून, 1992 तक की अवधि के दौरान, 48,613 उड़ानों में से 4788 उड़ानें रद्द की गई। मोटे तौर पर, विमान रख-रखाव तथा हैंडलिंग समस्याओं, खराब मौसम, हवाई अड्डा प्रतिबंधों, औद्योगिक अशांति तथा बन्द की गई सेवाओं आदि के कारण उड़ानें रद्द की गई।

(ख) इस समय हानि की मात्रा को आंकना मुश्किल है।

(ग) उड़ानों को केवल अपरिहार्य स्थितियों में ही रद्द किया जाता है जहां तक संभव होता है ऐसी स्थितियों से निपटने के लिये वैकल्पिक विमान की व्यवस्था की जाती है।

Losses incurred by Indian Airlines

1117. SHRI SURESH PACHOURI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the details of losses incurred by Indian Airlines during the last three years;

(b) what are the reasons for continuing losses incurred by Indian Airlines; and

(c) what steps have been taken by Government to make the Airlines more profitable?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Losses incurred by Indian Airlines during the last three years are as under:

1989-90	. .	Rs. 15.24 crores
1990-91	. .	Rs. 64.59 crores
1991-92	. .	Rs. 211.55 crores (Provisional)

(b) The losses have mainly been due to:

(i) grounding of A-320 aircraft;

(ii) Curtailment of operations during January, 1991 for conservation of fuel;

(iii) Downward adjustment of Indian Rupee is-a-vis major international currencies in July, 1991 and consequent increase in Aviation Turbine fuel prices;

(iv) Absorption of heavy incidence of fixed expenses associated with A-320 fleet due to its reinduction in a phased manner.

(v) Increase in insurance premium rate and landing and route navigation charges;